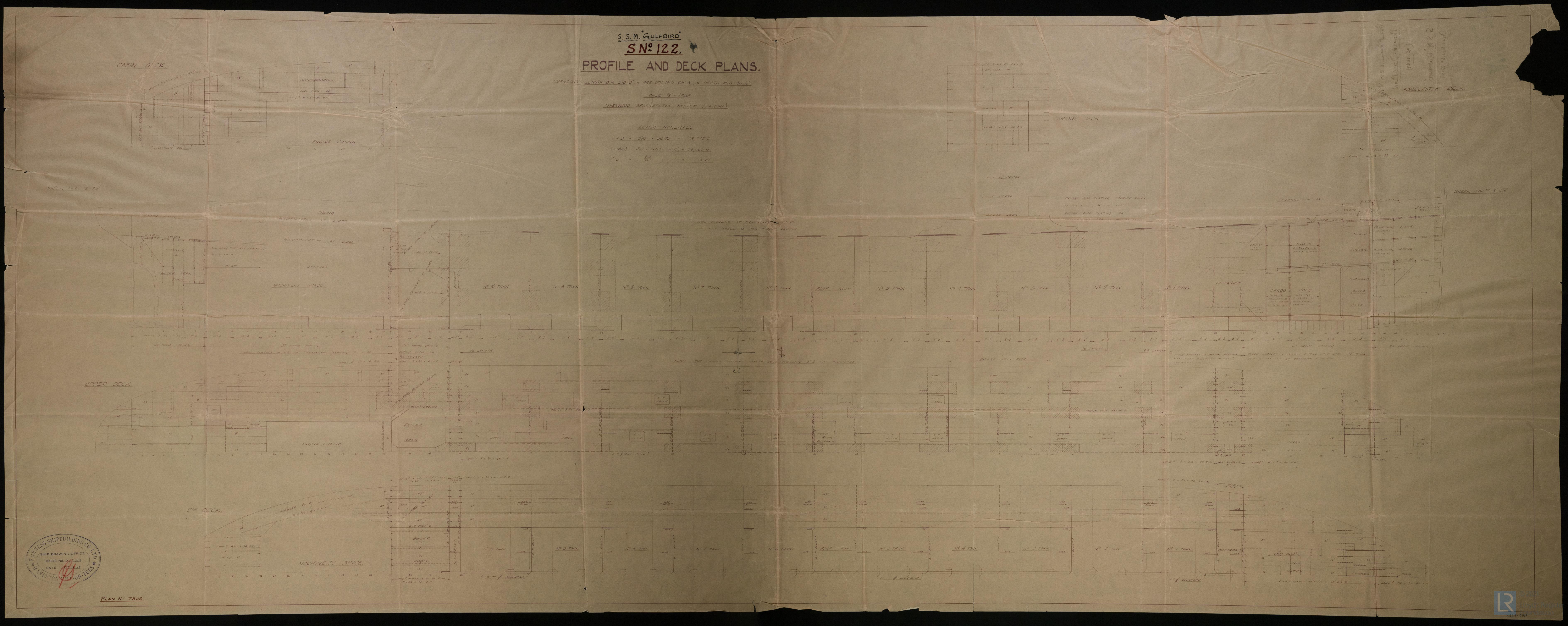


Frend. Jumen. S. 136". Nº 122 W1648-0149 PROFILE . DECK PLAN (AS. RUILT) S.S.M. GULFBIRD Mal. RM. 20 13338



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SHIPS N° 122-3-4. S.S.M. GULFISIRD" LLOYDS NUMERALS LxD = 510 x 36.75 = 18.742.5 DIMENSIONS 510'-0" L.B.P. x 69'-3" B. M + x 36'-9" DEPTH 1 Lx (B+D) = 510 x (69.25+36.75) = 54,060. MIDSHIP SECTION & O.T. TRANSVERSE BULKHEAD  $\frac{L}{D} = \frac{510}{36.75} = 13.87$ SCALE 1/2" - ONE FOOT. BUTTS OF UPPER DECK PLATING QUADRUPLE RIVETED OVERLAPS THE "BRACKETLESS SYSTEM" (PATENT) FOR 12 LENGTH TO SINGLE RIVETED OVERLAPS AT ENDS CLEAR OF OIL UPPER DECK LONGITUDINALS 8 3/2 x 44 BA RIVETS 6 DIAS APART SVERSE CENTRE LINE BULKHEAD & TRUNK SIDE STIFFENERS INCREASED AT ENDS FOR SHEER BUTTS OF UPPER DECK STRINGER QUINTUPLE FOR THICKNESSES OF UPPER DECK STRINGER & DECK PLATING SEE DECK PLAN. NOTE: - B.A SECTIONS MARKED \* ARE NBS. RIVETED OVERLAPS FOR 1/2 LENGTH TO TREBLE 3/2 x 3/2 x 4. WIDE OVERLAPS ON THESE STRAKES AT O.T. TRANSVERSE BULKHEADS. 6.6 × 4.4 BACK BAR UPPER DECK CRLINE BHO LONGES 9 x 3 2 x 39 BA \* Nº1 8 x 3 x 40 BA RIVETS & DIAS APART I Nº 1 8 x 3 x 40 BA BUTTS QUINTUPLE RIVETED OVERLAPS FOR 1/2 LENGTH SHEERSTRAKE 66", 107 FOR 1/2 LENG IVETS SPACED 6 DIAS APART CLEAR OF WOE OVERLAPS Nº 2 9" x 3/2 x 39" B.A. X Nº 2 8 x 3 x 40 B A 82 x 3 x 40 BA RIVETS & DIAS APART RIVETS SPACED 6 DIAS APART 4 DIAS APART EACH SIDE OF BHD Nº 3 10 x 3/2 x 40 BA X Nº 3 82 x 3 x 40 B A BUTTS QUINTUPLE RIVETED OVERLAPS STRAKE BELOW 63'x 91 FOR 'Z LEY TWO COMPLETE ROWS OF 78 DIA RIVETS SPACED 4'S DIAS APART FOR HALF LENGTH TO TREBLE RIVETED OVERLAPS AT ENDS TO 50 AT ENDS Nº 5 10 x 3/2 x 40 BA \* TANKS 28-0 LONG TRANSVERSE SPACING ENDS SPANS 8-2" Nº7 11 x 32 x 43 BA x 0 5 Nº 8 12 x 3'2 x 50" BA \* 6 x 3 x 44 Nº 8 11 x 32 x 49 BA x 19 14 Nº 9 12 x 3 2 x 45 BA x 2 7 Nº 12 15 x 44 x 4 x 4 x 62 CHAN= 1 1 6 x 3 x 44 15' x 44 x 4 x 4 x 62 CHANE Nº 12 8-78 RIVETS DOUBLE 32 x 32 x 42 7 /8 RIVETS 5 DIAS APART DOUGLING 10'- 6 LONG WIDE OVERLAP 6'9" LONG DOUBLING 10'- 6' LONG DOUBLING 10'- 6' LONG BUTTS OF BOTTOM STRAKE TREBLE RIVETED OVERLAPS. LONGITUDINALS 2' 6 APART KEEL PLATE 55% x 108 FOR 35 LENGTH TO 83 AT ENDS 10'-0' KEEL ANGLES 4 x 4 x 60 FOR 1/2 LENGTH TO 54 ATENOS BOTTOM LONGITUDINALS 17 x 52 x 4 x 4 x 68 C SPACED 2-6 APART RIVETS SPACED 5 DIAS APART SHIP DRAWING OFFICE

ISSUE No. X / 207/

DATE 23-6-28

PERTONITION OFFICE BULKHEAD WEB AT 7:6" FROM CENTRE LINE BULKHEAD WEB AT 17-6" OFF CENTRE LINE BULKHEAD WEB AT 27-6" OFF CENTRELINE BOTTOM PLATING . TO FOR 1/2 LENGTH TO 53 AT ENDS BUTTS OF KEEL QUINTUPLE RIVETED OVERLAPS FOR 1/2 LENGTH BUTTS - QUINTUPLE RIVETED OVERLAPS FOR 1/2 LENG TO DOUBLE STRAPS TREBLE RIVETED ATENDS TO TREBLE RIVETED OVERLAPS AT ENDS. PLAN Nº 7810.

Richardoms, Westquit

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Crame Shaft.

MDB. RPT. No. 13338

MDB. RPT. No. 13338

MDB. RPT. No. 13398

S.S. m/ "Gulfwing"
MDB. RPT. No. 13 HHO



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SPECIFICATION FOR DIMENSION LIMITS FOR CRANKSHAFT THE WEBS INTERCONNECTING THE PINS, NEED ONLY BEFINISHED WITH A SMOOTH CUT. THE MEASUREMENTS OF THE CROSS SECTIONS OF THE WEBS MAY DIFFER ± 2 m. DRG. Nº 3305 O.E. THE PINS AND JOURNALS TO BE HIGHLY MACHINED, PERFECTLY SMOOTH, AND THE FOLLOWING LIMITS MUST NOT BE EXCEEDED. ±0.1% IN THE DIAMETER. ±0.03 %. DEVIATION FROM THE TRUE CIRCULAR CROSS-SECTION. ±0.5 % IN SEPARATE LENGTH OF SHAFT. ±0.1 % IN LENGTH OF JOURNALS. SCALE: - FULL. 2. 5. 70. 8. 25. ±0.03% In The Parallel Alignment Of The C.L. Of The Pins, To The C.L. Of Crankshaft. ±0.5 m. In The Stroke. However, Each Pair Of Side Webs, To The Right And Left Of The PALLION ENCINEWORKS CENTRALTHROWS, MUST HAVE PRECISELY THE SAME C.L. THE STROKE BETWEEN THESE MAY DIFFER \*\*0017%. \*\*005 M IN THE ANGULAR SPACING. HOWEVER, EACH PAIR OF SIDE WEBS, TO THE RIGHT & LEFT OF THE CENTRAL, OR MAIN CRANKPINS, MUST HAVE THE SAME ANGLE, OR REST IN THE SAME PLANE, RESPECTIVELY, AND HAVE THE SAME C.L. < 208 → 208→ HOLES EVENLY PITCHED FROM A TOB < 208 × 208 → RECESS FOR SPIGOT. 50DIAX 5 DEEP 15 DRILLED THUS IN PART NOS 4817. & WHIT STUDS & CASTLE NUTS 8 B. S. P. PLUG. TIGHT FITTING SPIGET & BORE PIPE 9L.S.W.G. PLATE TO BE INSERTED. HERE FOR FINAL SEE DETAIL REAMERING. -150 <del>-×</del> 150 \_705 CRS. \_705. CRS DRILLED TO DOTTED & SECTIONED LINES. 1"LP UNION 1"L.P. SOCKET COUPLING WEB& COUPLING EACH TO BE RECESSED 2 MM DEEP 80 >24 BOLTS TO BE EVENLY DETAIL OF OIL HOLE OUTLETS. PITCHED FROM A TO B. SEE DETAIL FOR SHAFT JOURNAL < 147 × 150 ⁻ SEATING FOR I'L P. SOCKET COUPLING FOR LIMITS ON DIMENSIONS MS. SUPPLIED BY R. W. B.C. WHIT STUDS& CASTLE NUTS SEE SEPARATE SPECIFICATION. 2880 CYL . CES 1"LP SOCKET COUPLING 2880 BEARING CRS SCAVENGE PUMPCRANK SHAFT B.S.P.PLUGS M.S. SUPPLIED BY R.W. & C. PIPE CLIP. SHORT PIPE % BORE. LONG PIPE % BORE. 000 SEE DRAWING Nº 16283. G COUPLING BOLT. NUT, & SPLIT PIN. DOWEL PINS TO BE FILED SLIGHTLY

OVAL OVER FULL LENGTH, TO REDUCE

FENDENCY TO OPEN SHRUNK JOINT.

G. COUPLING BULL!

5. DOWEL PINS.

4. SHAFT JOURNI

OF SIDE PIN WER M.S. 1-S. 1-S. 18 SHAFT JOURNAL.
SIDE PIN WEB. 1.S. CENTRE WEB. 4. *I*·s. CENTRE PIN. Nº OFF MATERIAL REMARKS. DESCRIPTION. 8-102 DIA HOLES EVENLY PITCHED FROM A TO B SURVEYS:- LLOYD'S & U.S. DEPARTMENT OF ENG. Nº M. 2574.-6. COMPLETE CRANKSHAFT. COMMERCE REGULATIONS. NOTE! PART Nº48 PART Nº 17 ARE SIMILAR EXCEPT IN DRILLING. DRAWER Nº 1 DRAWN BY TRACED BY LONG
CHECKED BY TYPE 62 LB4. & 64 LB4.

Richardson, Westgarth

NOS 2574-5-6.

Shafting

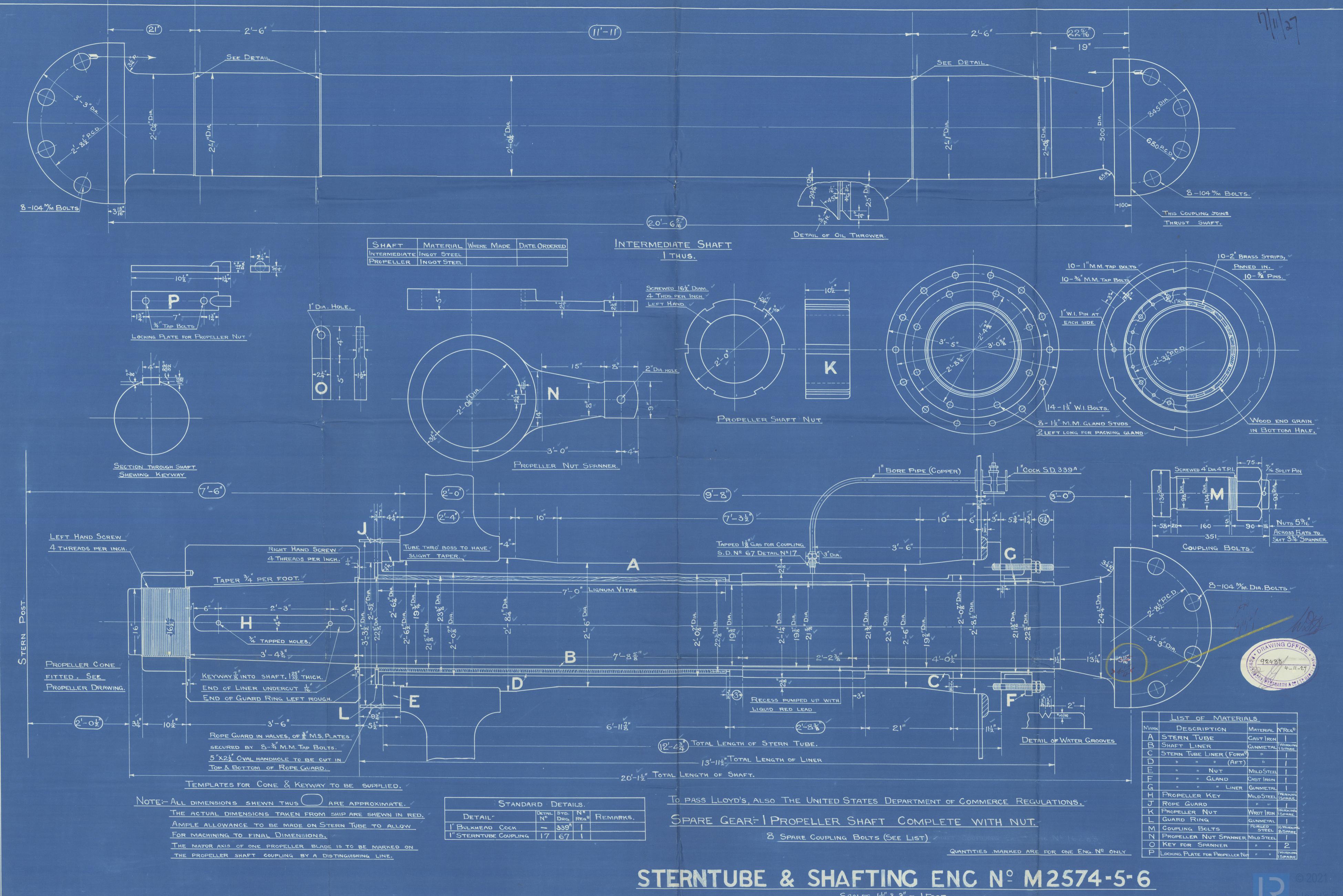
MDB. RPT. No. 13338

mDB. RPT. No. 13398

S.S. 7/2 "Sulfwing" MDB. RPT. No. 13440







Scales-15" & 3" = 1 FOOT.